

toward increased construction of lodgings and accommodations and structures normally associated with a service economy. Each summer the Town's population swells to a seasonal peak population (year round residents and visitors) estimated in excess of 40,000, a substantial increase over the 1996 population estimate of 5,130.

In September 1997, the Town planning staff prepared an existing land use map based on aerial photographs, field research, and existing maps. See MAP 1.

Presently, 95-98% of the private land in Kill Devil Hills with development potential has been platted. There are approximately 6,860 platted parcels in Town and approximately 3,800 total acres. The 333 acre Baum Tract is being developed with public facilities. None of this tract is expected to be used for residential development.

Land use patterns in Kill Devil Hills reflect the orientation of the community to the Atlantic Ocean shoreline and the economic base provided by tourism. The immediate oceanfront in Kill Devil Hills provides the setting for a number of hotels, motels, and condominium projects, most of which were constructed from 1970 - 1980. Some of the older "motor court" motels date back to the 1960's. Since 1980, changes in regulatory policies and amendments to the Town's zoning ordinance have reduced the scale of oceanfront structures and created a market for residential structures suitable for year-round living or seasonal rental accommodations. This oceanfront district is best defined by NC 12 (Virginia Dare Trail), popularly referred to as the "Beach Road," and all land that lies to the east of Virginia Dare Trail.

On the west side of Virginia Dare Trail, a second tier of residential structures has developed. Due to their proximity to the Atlantic beaches, these structures have traditionally served as second homes for many of the Town's seasonal residents. These cottages also provide seasonal accommodations for tourists when not occupied by the owner.

In the late 1960's and early 1970's, a second major transportation route, U.S. 158 (Croatan Highway) began to impact land use patterns in